commenced.

RAILROAD and STEAMBOAT LINE.—AFTERNON BOAT at 3 receek for HUBSON (from the feet
derison's Dock), Newbursh, Marihore, Milkon, Foughteepsie,
burytewn, Rhinebeck, Red Hook, Bristol, West Camp and Gate
partiewn, Rhinebeck, Red Hook, Bristol, West Camp and Gate
partiewn, Rhinebeck, Red Hook, Bristol, West Camp and Gate
partiewn, Rhinebeck, Red Hook, Bristol, West Camp and Gate
partiewn, Rhinebeck, Red Hook, Bristol, West Camp and Gate
partiewn, Rhinebeck, Red Hook, Bristol, West Campan,
de Hellowing places: Hust con, Chevrack, Mellenville, Ghent,
basham Four Cerners, \$150; East Charham, \$155; Cansan,
1 of Rhwards, \$199; State Line, \$155; West Stockbridge,
2 Richmond, \$2 05; Shaker Village, \$2 20; Pitzfield, \$430;
Cheshive, \$2 60; South Adams, \$2 75; North Adams, \$2 96;
Balton, \$2 45; Hindale, \$2 55; Washington, \$2 35; Rorert,
2 80; Chesher Factory, \$5 05; Huntington, \$2 35; Rorert,
2 80; Chesher Factory, \$5 05; Huntington, \$2 35; Rorert,
3 3; Westfield, \$3 55. The fact-sailing Scenner SOUTH
MERICA, Capt. M. Saerman, will leave the Pier foot of Jayes,
such nick) on MONDAY, WEDNESDAY and FRIDAY at 5
vilock p. m.

NORTHERN R. R. of N. JERSEY-For Pierment, Nyach, Hackensuck, Englewood, &c.—Leaves foot of continueter. (Sunday excepted) at \$150 a.m. and \$150 and \$150 p.m. Leaves Pierment at 6 and 77% a.m. and 3150 m. SEYMOUR & TOWER.

CENTRAL RAILROAD of NEW-JERSEY-Connecting at New-Hampton with the Delaware, Lucka-wants and Western Railroad, and at Easton with the Lenigh Valley Railroad.

Summar Advancements and at Easton with the Lenger Summar Advancements—Commencing May 18,1859. Leaves Summar Advancements—Commencing May 18,1859. Leaves New York for Easton and intermediate [places from Pier No. 2, North River, at 7:30 and 11:45 a.m., and at 4 p.m.; for Somerville by the above trains, and at 5:45 p.m. The above trains consect at Einzabeth with trains on the New Jersey Railroad, which have New York from foot of Courtiandtet, at 7:40 and 12 m., and 4 and 6 p.m.

The 11:45 a.m. train from New York makes a close connection to Easton with the Lehigh Valley Railroad, and thence via East Pennsylvania Railroad to Reading without change of cars, and connects at Reading direct for Postsville and Harrisburg.

Passengers for the Delaware, Lackawanna and Western Railroad will leave at 7:30 a.m. only; for Lehigh Valley Railroad at 7:30 a.m. only for Lehigh Valley Railroad at 7:30 a.m. only for Lehigh Valley Railroad at 7:30 a. read will leave at 7:30 a.m. only, re-7:30 a.m. and 11:45 only. JOHN O. STERNS, Superintendent.

HUDSON RIVER RAILROAD.-From July 6, 1836, TRAINS will leave Chamberset Station at allows: Express Trains, 6 and 11 a. m., and 5 p. m. For Hudese, 5:20 p. m.; for Sing Sing, 9:45 a.m., and 4 and 10:30 p. m.; for Peuphkeepeie, 7:15 a. m. and 1:15 p. m.; for Tarrytown, 2:45 and 6:45 p. m.; for Peekskill, 5:30 p. m. The Hudson, Poughkeepeie, Peekskill, Sing Sing and Tarrytown Trains stop at most of the way stations. Passengers taken at Chambers, Canal, Christopher and Sistesta. Trains for New-York leave Troy at 4:45 and 8:30 a. m., and 3:45 p. m.; and Albany about 15 minutes later. On Sundeys at 6 p. m.

NEW-YORK and HARLEM RAILROAD.

EW-YORK and HARLEM RAIL RUAD.

SUMMER ARRANGEMENT.

On and after Wednesday, June 1, 1859, trains will leave 28th4 station, New-York, as follows:

For Whitemsbridge—7:45 and 9:30 a. m.; 2:30 and 2:30 p. m.

For White Plains—11:30 a. m.; 4:00 and 5:40 p. m.

For White Plains—6:15 p. m. from White and Centre-sta.

For Albany—8:30 a. m., Mail Train.

Returning will leave

Down Plains, 5:30 a. m.

Per Albany

Dewer Plains, 5:30 a. m.

White Plains, 5:30 a. m.

White Plains, 5:00 and 7:00 a. m.; 3:60 and 6:00 p. m.

Williamsbridge, 6:40 and 9:30 a. m.; 1:00 and 5 p. m.

Williamsbridge, 6:40 and 9:30 a. m.; 1:00 and 5 p. m.

Albany, 11:30 a. m., Mail Train.

W. J. CAMPBELL, Superintendent.

NEW-YORK and NEW-HAVEN RAILROAD.
1859. SUMMER ARRANGEMENT. 1859.
Commencing May 23, 1559.
Passengers Station in New-York, corner of 27th-st. and 4th-sv.

Commening May 2, 1932.

Passengers Station in New-York, corner of 27th-st. and 4th-av. Suirance on 27th-st.

For New-Haven, 7, 8 a. m. (ex.); 12:45, 3:15 (ex.); 3:59 and 4:45 p. m. For Bridgeport, 7, 8 a. m. (ex.); 12:45, 3:15 (ex.); 3:59, and 4:45 p. m. For Midded, Stratford, Fairfield, Southport and Westport, 7 a. m.; 12:45, 3:50 and 4:45 p. m. For Norwalk, 7, 9 a. m.; 12:45, 3:50, 4:45, 5:30, 6:30 p. m. For Darien and Greenwich, 7, 9 a. m.; 12:45, 3:50, 4:45, 5:30, 6:30 p. m. For Port Cheter and intermediate Statems, 7, 9 a. m.; 12:45, 3:30, 4:45, 5:30, 6:30 p. m. For Norwalk, 5:30, 6:30 p. m. For Port Cheter and intermediate Statems, 7, 9 a. m.; 12:45, 3:50, 4:55, 5:30, 6:30 p. m. For Norwalk, 5:30, 6:30 p. m. For Port Cheter and intermediate Statems, 7, 9 a. m.; 12:45, 5:30, 4:45, 5:30, 6:30 p. m. For Norwalk 5:30 p. m. (ex.) For Hartford and Springle id, 8 a.m. (ex.) 3:15 p.m. (ex.) For Hartford and Springle id, 8 a.m. (ex.) 3:15 p.m. (ex.) For Omnecticut River Railmond to Montreal 8 a. m. (ex.) and 3:15 p. m. for Canal Railroad to Northampton, 8 a. m. (ex.) and 12:45 p. m. For Housatonic Railroad, 7, 9 a. m. and 3:15 p. m. For Nausstuck Railroad, 8 a. m., 3:15 p. m. For Danbury and Norwalk Railroad, 7, 9 a. m., 3:50 p. m. For Danbury and Norwalk Railroad, 7, 9 a. m., 3:50 p. m. For Danbury and Norwalk Railroad, 7, 9 a. m., 3:50 p. m. For Danbury and Norwalk Railroad, 7, 9 a. m., 3:50 p. m.

NEW-YORK to WHITE MOUNTAINS, via SARATOGA SPRINGS.—Passengers by the Hudson Arrive at the White Mountains, via Lake Champlain and Burling-son, or via Rutland and Bellows Falle, the next evening.

NEW-JERSEY RAILROAD-For PHILA-DELPHIA and the SOUPH and WEST, via JERSET UITY.—Mail and Express lines leave New-York at 7, 9 and 11 a.m. and 4 and 6 p. m.; fare \$3. Through Tickets sold for Cin-clement and the West, and for Washington, New-Orleans and the South, &c., and through baggage checked to Washington in 7a. m. and 6, m. m. trains.

m. and 6. p. m. trains.
m. and 6. p. m. trains.
J. W. WOODRUFF, Assistant Superintendent.
Ro baggege will be received for any trains unless delivered an elected fifteen minutes in advance of the time of leaving.

1859 - THE PENNSYLVANIA CENTRAL
RAILROAD.—The capacity of this Road is now
equal to any in the country.

THREE THROUGH
FASSENGER TRAINS
BETWEEN PHILADELPHIA AND PITTSBURGH,
commercing direct at Philadelphia with through trains from Booton, New York and all points east, and in the Union depot at
Philadelphia with through trains for Cincinnati, St. Louis, Cleveland, Clincago, Burlington, St. Paul's, Indianapolis, Louisville,
New Orleans, and all intermediate points in Onlo, Indiana, IlliBook, Kentacky, Michigan, Wisconsin, Minnesota, Missouri, Kanmas and Nebraska—thus furnishing facilities for the transportation of passengiers unurpassed for speed and comfort by any other
conte.

Express and Fast Liners run through to Pittsburgh without
change of cars or conductors.

MICHING CARS are attached to each train.

er or Stonington line.

seengers from Washington City have two daily trains from imore, connecting at Harrisburg for all points West—leaving

River of Stonisation line.

Passengers from Washington City have two daily trains from Baltimore, connecting at Harrisburg for all points West—leaving Baltimore at — a. m. and — b. m.

Passengers for Sunbury, Williamsport, Elmira, Baffalo, Niagara Pales, and intermediate points, leaving Philadelphia at 7:15 a. m.

And 11:50 a. m., go directly through.

Tickets Westyard may be obtained at the offices of the Company in Philadelphia, New-York, Boston or Baltimore; and Tokets Eastward at any of the important Railroad offices in the West; size, on board any of the regular Line of Steamers on the Meets; size, on board any of the regular Line of Steamers on the Meets; size, on board any of the regular Line of Steamers on the Meets; size, on board any of the regular Line of Steamers on the Meets; size, on board any of the regular Line of Steamers on the Meets; size, on board any of the regular Line of Steamers on the Meets; size, on board of the Western connections of the Pennsylvania Baltroad to Chicago makes this the

DIRECT LINE BETWEEN THE EAST AND THE GREAT NORTH-WEST.

The connecting of tracks by the Railroad Bridge at Pittsburgh, avoiding all drayage or ferriage of Freight, together with the saving of time, are advantages readily appreciated by shippers of freight and the traveling public.

FREIGHT WESTWARD.

By this ronte, freights of all descriptions can be forwarded from Philadelphia, New-York. Boston, or Baltimore, to any point on the railroads of Ohio, Kentucky, Indiana, Illinois, Wiscousin, Lowa, or Misseuri, by railroad direct.

The Fennsylvania Railroad also connects at Pittsburgh with steamers by which goods can be forwarded to any port on the robics. Mackingum, Kentucky, Tennessee, Cumberland, Illinois, Wiscousin, Missouri, Kansaa, Arkanaa and Red Rivers; and at Clevekand. Sanducky and Chicago with steamers to all ports on the North-Weatern Lakes.

Meerhants and Shippers intrusting the transportation of their Freight to this Company, can rely with confidence on its speedy transit.

THE RATES OF FREIGHT

THE RATES OF FREIGHT to any point in the West by the Pennsylvania Railroad are at all times as favorable as are charged

THE RATES OF FREIGHT to any point in the west of a permaphratia Railroad are at all times as favorable as are charged by other Railroad Companies.

Be particular to mark packages "via Fenn. R. R."

Merohants in the West ordering goods from the East will de well to direct them to be shipped by this route.

For Freight Contracts or Shipping Directions, apply to or address either of the following Agents of the Company:

D. A. STEWART. Firstburgh;

Boyle & Co., Estenbenville, Obio; H. S. Pierce & Co., Zanesville, Obio; J. J. Johnston, Ripley, Ohio; R. McNeely, Maysville, Ky.; Ormsby & Cropper, Fortsmeuth, Ohio; Paddock & Co., Jeffersenville, Ind.; H. W. Brown & Co., Cinclinuati, Ohio; Athern & Hibbert, Cincinnati, Ohio; R. C. Meldrum, Madison, Ind.; William Bingham, Louisville, Ky.; P. G. O'Riesy & Co., Evansville, Ind.; N. W. Graham & Co., Cairo, Ill.; R. F. San, St. Leuis, Mo.; John H. Harris, Nashville, Tenn.; Harris & Hunt, Memphis, Tenn.; Clark & Co., Chicago, Ill.; W. H. H. Koonts, Alton, Ill.; Murphy & Walle, Dubuque, Iowa; or the Freight Agents of Railroads at different points in the West.

Parties attending to their own shipments from the East will find it to their interest to call on the Agents of this Company at the following places before shipping; or letters addressed to either of them, on the subject of freights, will meet with prompt attention.

E. I. ENFEDER, Philadelphia.

ion.

E. J. SNEEDER, Philadelphia.

E. J. SNEEDER, Philadelphia.

E. Magraw & KOONS, No. 30 North-st., Baitimore.

LEECH & Co., No. 2 Aster House, or No. 1 S. William-st., N. T.

LEECH & Co., No. 5 Killhy-st., Boston.

H. H. HOUSTON, General Freight Agent, Philadelphia.

For through tickets apply at the office, No. 2 Aster House.

L. L. HOUFT, General Ticket Agent, Philadelphia.

T. A. SCOTT, General Superintendent, Altoona Fa.

Water Cure.

MOUNT PROSPECT WATER CURE, BING-HAMTON, N. Y.—Eight hours from New York city, by N. Y. & E. R. H.—This satablishment has a very pleasant and healthful location. For Giruilars, giving particulars, address J. H. NORTH, M. D.

Medical. DR. VELPEAU'S CANKERINE.-We are re-

eiving daily testimonials of the wonderful cures effec-use of this magical medicine. Canker, Cuts, Burns, cerated Throat, Sore Nipples, &c., are cured almost miraculo BURRILL & HTNTING, No. 162 Nasansat., Proprietors FOX, No. 21 Barelay-st., Wholesale Agent.

Legal Notices.

N PURSUANCE of an order of the Surrogate of the County of New York, notice is hereby given to all persons baving claims against REBECCA RAY, late of the City of New-York, deceased, to present the same, with vouchers thereof, to the subscribers, at the office of Robert Gillan, e.g., No. 20 Nassautreet, in the City of New York, on or before the first day of November, 1836.—Dated New York, the 28th day of April, 1839.

MANUAL DICKSON, MANUAL RESIDENCE OF MENTAL RESIDENCE OF MENTAL RESIDENCY.

IN PURSUANCE of an order of the Surrogate of the County of New-York, undice is hereby given to all persons having claims against DAVID LEAL, late of the City of New-York, carpenter, deceased, to present the same, with vouchess thereof, to the subscribers, at their residence, No. 98 Orchard-et., in the City of New-York, on or before the 17th day of August pext.—Bated New-York, the 14th day of February, 1859.

EMESINE LEAL, SARAH M. LEAL, 185 lawsmTu.

Administratrixes.

IN PURSUANCE of an order of the Surregate of the County of New York, notice is hereby given to all persons having claims against BARTHOLOMEW HEALY, late of the City of New York, Beet and Shoe maker, deceased, to the city of New York, Beet and Shoe maker, deceased, to the city of New York, the total the refine of STILWELL & SWAIN, No. II Chamberset, in the City of New York, on or before the sixteenth day of December next.—Dated, New York, the 19th day of June, 1850.

jei3 lawfinTu MARY ANN HEALY, Administratrix.

IN PURSUANCE of an order of the Surrogate of the County of New York, notice is hereby given to all persons having claims against PETER VAN ARSDALE, has of the City of New York, physician, doceased, to present the same, with vonchers thereof, to the subscriber, at the office of C. W. Van Voortis, Attorney at Law, No. 30 Ansancet, in the City of New York, on or before the 14th day of September next.—Dated New York, on or before the 14th day of September next Yourhis, Attorney at Landy of September 12. York, on or before the 14th day of September 12. York, on or before the 14th day of March, 1859.

Tors, the Wil-HELMENA VAN ARSDALE, Administratriz.

A FURSUANCE of an order of the Surrogate of
the Cennty of New-York, notice is baseby given to all per
seas having claims against CHARLES K. THOMAS, late of the
City of New York, deceased, to present the same with vonchen
thereof to the subscriber, at his office No. 71 Wallett, in the
City of New York, on or before the twenty-second day of No
rember sext—Dated New-York, 18th day of May, 1839.

myl7 lawfurTu IN PURSUANCE of an order of the Surrogate of the County of New-York, Notice is hereby given to all persons having claims against MARY CANTON, late of the City of New-York, widew, deceased, to present the same, with vonelens thereof, to the subscriber, at his office, No. 25 Chambers-st., in the City of New-York, on or before the twenty-eighth day of October Dext.—David New-York, the twenty-third day of April, 1859.

ap28 law@mTu David S. BROWNE, Executor,

IN PURSUANCE of an order of the Surrogate of

the County of New York, notice is hereby given to all persons having claims against MARY LINDSAY, late of the City of New York, deceased, to present the same, with youthers, thereof, to the subscriber, at the office of Robert Gillen, esq. No. 10 Nassan street, in the City of New-York, on or before the first day of November, 1559.—Dated New York, the 25th day of April, 1836.
WILLIAM FRAZER, Admin'r with the will sunexed.

IN PURSUANCE of an order of the Surrogate of the County of New York, notice is hereby given to all persons having claims against CLOTILDA SMITH, late of the City of New York, widow, deceased, to present the same with vonctors thereof to the subscribers, at their office, room No. 6, No. 20 Nassan-treet, in the City of New York, or or before the fifth day of December next—Dated New York, the 22th day of May, 1859.

HENRY J. CULLEN, Executors.

HENRY A. MOTT

My31-law6mTa HENRY J. CULLERY Executors.

HENRY J. My31-law6mTa HENRY J. CULLERY Executors.

HENRY A. MOTT

LANTIC MUTUAL INSURANCE COMPANY against SHARP'S RIFLE-MANUFACTURING COMPANY.—Summons for money demand on contract. (Com. not ser.)—To the Defendants above named: You are kereby summoned and required to answer the complaint in this action, which was this day filed in the office of the Clerk of the City and County of New-York, at the City Hall in the City of New-York, and to serve a copy of your naswer to the said complaint on the subscriber, at his office, No. 66 Wall street, in the City of New-York, within twenty days after the service of this summons on you, exclusive of the day of much service; and if you fail to answer the said complaint within the time aforesaid, the plaintiffs in this action will take judgment against you for the sum of eleven hundred and two dollars and fifty cents, with interest from the seventh day of July, one thousand eight hundred and fifty-seven, on two hundred and one dollars and twenty five cents, and interest on the remainder thereof from the minth day of July in said year beside the costs of protest and the costs of this action.—Dated fune 22d, 1859.

TOWNSEND SCUDDER, 12jy law6wTu

NOTICE of APPLICATION for the discharge

NOTICE of APPLICATION for the discharge of an insolvent from his debts, pursuant to the provisions of the third article of the first title of the fifth chapter of the second part of the Revised Statutes. JABEZ PARSONS of the City of Hudson, County of Columbia, and State of New-York, an insolvent debtor.

Notice first published July 19, 1859. Creditors to appear before the Hon. Darius Peck, County Judge of Columbia County, State of New-York, at his office, No. 164; Warren-street, in the City of Hudson aforesiad, on the fifth day of October, 1859, at 19 o'clock in the forencon, to show cause, if any they have, why an assignment should not be made of said insolvent's Estate, and he be discharge from his debta—Dated July 19, 1859.

MILLER & WELCH, Att'ys for Insolvent, 1919 law10wTu

NOTICE of application for the discharge of an insolvent from his debts, pursuant to the provisions of the third article of the first title of the first to the provisions of the

OTICE of application for the discharge of an insolvent from his debts, pursuant to the provisions of the third article of the first title of the litth chapter of the second part of the Revised Statutes, of JOSIAH COLBY, an insolvent Notice first published July 28, 1839. Creditors to appear before the Hon. E. D. Culver, City Judge, at his office, No. 335 Fultonst, in the City of Brooklyn, on the 19th day of October, 1839, at 9 o'clock in the forence, to slew cause why the said insolvent should not be discharged from his debts. B. F. MUGGETT.

jy26 law lewTu Attorney for Insolvent, No. 16 Wall-st., N.Y.

NOTICE of APPLICATION for the discharge

NOTICE of APPLICATION for the discharge of an Insolvent from his Debts, pursuant to the provisions of the third article of the first title of the fifth chapter of the second part of the Revised Statutes.

MYRON VAN DEUSEN, of the City of Hudson, County of Columbia and State of New-York, an insolvent debtor; Notice first published July 19, 1839; Oreditors to appear before the Hoa. Darius Peck, County Judge of Columbia County, State of New-York, and the County, State of New-York, and the Hudson, Columbia County, New-York, on the fifth day of October, 1859, at 18 o'clock in the forenoon, to show came, if any they have, why as assignment should not be made of and insolvent's estate and se be discharged from his debts.—July 19, 1859.

N. Y. SUPREME COURT.—THE MECHANSIANA TERMS. of the City of New-York, against The LOUIdemand on contract—(Com. not served).—To the Louisiana Tehuanterpec Company: You are hereby summoned for a money
they company: You are hereby summoned and required to answer
the complaint in this action, which was filed in the office of the
Clerk of the City and County of New-York, at the City Hall, in
said City, on the 29th day of July, 1859, and to serve a copy of
your answer to the said complaint on the subscribers, at their
office No. 38 Wall-street, in the City of New-York, within twenty
days after the service of this summons on you, exclusive of the
day of such service; and if you fall to answer the said complaint
within the time aforesaid, the plaintiff in this action will take
judgment against you for the sum of fifteen thousand two hundred and twenty-five dollars, with interest from the eighth day
of June, one thousand eight hundred and fifty nine, beside the
costs of this action.—Dated, New-York, July 25, 1859.

CHAPMAN & HITCHCOCK,
Flaintiffs Attorneys, No. 30 Wall-st.

New-York Daily Tribune.

THE ORANGE COUNTY MILK BUSINESS.

GROWTH AND INCREASE OF THE TRAFFIC-STA-TISTICAL INFORMATION-FATAL EFFECTS OF SWILL-MILK-SOILING.

It is only by comparison that we understand the importance of the milk-trade carried on by the dairies of Orange County. It grows apace with the increase of the means for transportation and the increased demand created by a public appreciation of the pestilent properties of the milk heretofore consumed in this The earnest protest of Mr. Hartley against the use of swill milk, and the alarming disclosures which he made in 1836, did more than to excite a fleeting popular excitement, for it was the direct means, as we have already said, of founding Pure Milk Associations, and opening this enormous traffic with the farmers of our adjacent counties. At the time when the subject was first agitated, there was not one dairy in the city for the exclusive sale of country milk, and the whole population of this city was supplied from the over crowded stables of the distilleries. recking with fifth of the most disgusting nature, and pestilential with the exhalations from the discased ungs of ulcerated cows, and accumulations of decomposing ordere. In the year 1852, when Mr. Mulialy's pamphlet was published, the total yearly receipts derived from the sale of milk in this city

Amount received for Country Milk \$1,350,000

Amount received for Swill Milk 2,500,000

Amount received for Adulterations, such as Chalk,
Magnesis, Molasses, Caives' Brains, &c. 1,250,000

Total.... and this after the disclosures of Mr. Hartley had been before the public for a period of tifteen years! Here we see that nearly three times as much was being paid for poisonous milk, and imitations of it, as for the pure article itself. Let those who are skeptical as to the effect of swill milk upon children read the following case, the account of which was communicated to Mr. Hartley for publication in his treatise on milk, by Dr. Chas. A. Lee. Speaking of a poor

boy, he says:

His parents kept a few cows in the upper part of
the city, which they fed upon swill, and supported
themselves by the sale of their milk. He was always
pule and sickly, had a rickety, bloated appearance, and his sunken eyes and haggard expression of coun-tensive reminded one continually of a little, premature old man. About a year before his death he began to fall away in flesh, grew weak and trritable, had little fall away in flesh, grew weak and irritable, had little appetite, and so languished till he died. A post-nortem examination resulted in some remarkable discoveries; there was almost an entire absence of blood from the system; the muscles were paic, flashy, and greatly reduced in size; the blood-vessels about the heart, which are generally loaded with blood, were collapsed and empty, and the heart deef was soft.

"The principal marks of disease he found were in the mesenteric glands, which are situated near the chylintoxy vessels through which all the nutriment that

the mesenteric glands, which are situated hear the chy-liferous vessels, through which all the nutriment that is absorbed has to pass, in its passage to the thoracic duct. These glands were most extensively diseased, more than ten times their usual size, and many of them in a high state of inflammation. This fact accounted for the gradual emaciation of the child, his want of

or the gradual distance death.

"This is only one case out of hundreds which might be related in proof of the fatal effects which generally result from the use of swill milk."

We quote this not so much to lift the vail from the

horrors of our past and present danger, as to serve as a warning for the future. So long as distillers can

make clear incomes of thirty and forty thousand dollars each per aunum from the mere rent of stalls in

beir slop-supplied stables, we may be assured they are not the persons to inaugurate the reform, though they be ever so well aware that their fellow-creatures are poisoned, and children are killed by the use of the milk that goes from their coors. No, the remedy is in our own hands. Let Pure Milk Associations be excouraged, and honest milkmen liberally supported, and we shall see the supplies from country dairies increase with much greater rapidity than they have up to the present time. There is no reason why four times greater breadth of land should not be given to milk raising than is at present. And it would be, if city consumers were willing to pay an extra penny per quart for a pure, wholesome article, and eschew the stuff that now pollutes their tes and coffee.

It is about seventeen years since the Eric Railroad was opened through Orange County; previous to that time searly all the milk was converted into butter, and in that form found its way hither. In 1842, the first year after the road was opened, only 388,505 quarts were transported over it to the city. During the following twelve months 3,181,505 quarts, or nearly ten times as much as in the preceding year, was brought down. The first year but one train was run for milk, and that was the evening passenger train; but in 1843, the Company commenced running two trains-one in the morning and one in the evening.

It is well to remark that at this time the swill-milk producers, fearing lest this ocean of pure milk should sweep them and their stables out of public favor, used every means to prejudice their customers against the country dairies, ascerting that every manner of adulteration was practiced, and that it would be foolbardiness to introduce it into the family. Philanthropists that they were! Conscious of their own innocence of any such practices, and well aware that the milk they sold was not in any degree poisonous, but rather very fountain of health, they could not stand quietly by and see innecent children poisoned with the milk from country dairies! If this cry should ever again be raised by these models of public virtue, let our readers be at the trouble of going to Chester on the Erie Railroad, and see whether the dairies there will bear any similitude to those which may be found at the feet of Sixteenth street, and in that vicinity.

The third year we find the milk traffic had increase still further, 5,095,762 quarts having been delivered in this city. Each succeeding year there was an increase of more than a million of quarts, and the whole amount transported over the road from the date of its opening in 1842 to the close of June, 1850, amounted to 53,713,244 quarts. In 1851, the quantity supplied from the same source was 12,610,556, or nearly one

fourth of all the receipts of the preceding eight years. The following table, given by Mr. Mullaly, show what were the monthly receipts of 1851, and it would be well to compare them with those of subsequent

Receipts. January \$5,266 90 February \$3,324 60 March 4,28 55 April 5,607 25 May 6,802 50 July 8,451 45 The increase for is given as follows	Quarts. 652,180 668,520 841,710 1,001,450 1,560,500	August September. October November December	5,734 2 4,505 98	1,449,71 1,146,84 5 901,19 740,76
June 7,463 30 July 8,431 45	1,488,660	Total		
The increase for	the first	half of 18	2 was l	arge. I
is given as follows	:		D. Control Landson	Consta

Receipta	Quarts	Receipts	Quarts	
January	\$3,346 55	668,199	May	7,119 95 1,423,986
February	3,483 65	662,510	June	8,701 56 1,749,800
March	4,389 85	877,999		
April	4,985 75	999,150	Total	\$32,011 15 6,472,230
The milk accounts of the Erie Kailroad are kept by Mr. Emmet Moore, who has systematized the returns and records so that he can tell at a glance the exact amount received from any station on any day since 1853. It is to him that we are indebted for the statistics which follow. The books had been in dire confusion in the milk department prior to that time, and Mr. Mullaly was obliged to examine freight returns, and books of all sorts, to get his figures.				

When the road commenced carrying milk, it was from the stations from Sufferns down, or on what is called the Eastern Division. After these came Ches ter, Goshen, and others, the relative importance of which may be seen by reference to the following table-which shows the quantity in gallons shipped

from each in the mon Washingtonville	17,765	Chester	96,217
Salisbury	4.995	Otterkill	35,557
Craigville		Gosben	Fa. 14
Blauveltville	352	Holburt's	26,720
Manage	3 107	Hampton	38,255
Spring Valley	6.127	Station 71	16,410
Sufferes	2,017	Middletown	1909,0780
Sloatshareh	230	Station 8	15,400
Character of	580	Howell's	39,282
Thereas's	24.410	Otisville	25, 950
Meriton	62 107	Miscellaneous	41,360
Delied	54 960	-	

The total of gallons daily transported shows to som extent the influence, direct or indirect, of changes of

Total Gallons Daily.	Total Gallons Daily
July 1	July 18 19,000
Inte 2 24.107	Daly 19
July 4	July 2021,042
July 4 21,600	July 2121,007
July 5	Italy 22
July 622,452	Jan 2320,732
July 7	July 2420,712
July 8	July 2518,970
July 9	July 26
July 10	July 28
July 11	July 2919,420
1 12 10 21 430	In w 10
1 1 21 885	July 3119,295
July 1521,740	
1000 16	Total
July 1721,350	

July is chosen for this exemplification, as being the

everal months,	throng	h a suce	ession	of year	s, may
e seen by the	following	2:			
1853-4	1854-5	1855-6	1855-7	1857-0	1030-9
ulv978,898	420,833	260.278	614,268	645,553	657,013
	413.903	520,230	570,601	602,747	362,677
ug545,4 0	520,393	419,980	496,298	492,963	483,702
ept329,800	335,666	355,266	\$78.620	397,920	411,127
et65,600	269.666	281,726	324,630	309,135	330,712
ev155,800		267,550	3:1,992	369,135	321,748
00202,640	224,389	242,182	286.896	312,470	\$377.910
iti194,222	233,683		298,501	235,448	325,470
eh185,160	221,445	256,085	395 327	370,322	412.690
arch241,400	289,264	311,802		430,650	458,665
pril 251,200	311,957	377,782	424,982		506.732
lay358,500	454,099	506,114	542,875	543,975	
De414,500	530,866	588,776	637,775	630,565	635,271

Total. .3,510,022 4,035,987 4,596,771 5,271,845 5,350,263 5,502,68 Here, with barometric exactness, is shown the march of the seasons, and the growth and death of the grass. When the cows are feeding upon green pas tures, and when housed and fed with hay, are both indicated by the extremes of receipts; and so between these two, the gradual increase from January to July marks the growth of grass and the approach of warm weather, while the decrease from to July t January again, as truly shows the gradual failur of pastures, the presence of storms, and the advent of id. The whole skill of the good dairyman is put forth to bring his Winter's receipts up to those of Summer, if possible. In this, some are successful. but after seeing the management in the country, we cannot but think that a careful study of the method: employed by the best dairymen of Europe, would well repay our own for their trouble. Better barns better systems of feeding, more attention to the saving of manure, and more general trial of the practice of "sosling" are needed. We look forward to seeing many more cows supported on dairy farms than there are at present. We cannot see any earthly reason why five acres should be devoted to the main tenance of one cow. Why should a cow be compelled to travel over three acres in the hot Summer months to get a sustenance, if she could as well get it on one. or rather, if she could get it without traveling at all viz: by being fed in her stable, and let out into th vards for air and exercise? On this point a successful practical farmer in Massachusetts says to his County Society: "I. That he gets more milk than he can by any other method (than that of 'soiling'). 2. That gets more manure, especially liquid manure. 3. That he saves it all by keeping a supply of mold 'or muck under the stable, to be taken out and renewed as often as necessary. 4. That it is less troublesome than to drive his cows to pasture; that they are less vexed by flies, and have equally good health. 5. That his mowing land is becoming every year more productive, without the expense of artificial manure. He estimates that on an acre of

good land twenty tuns of green fodder may be raised.

That which is dried is cut fine, mixed with meal or shorts, and fed with profit. He believes that a re-

"duced and partially worn-out farm could be brought

"into prime order in five years by the use of green

fodder, in connection with the raising and keeping of pigs; not fatening them, but selling at the age of four or five months." And to prove the correct ness of his assumptions, he refers to the improved condition of his own farm and his increasing bank account. What would the small lanthoider in Flanders or Holland do if he could not get a subsistence for his cow upon less than five acres? Clearly be would be obliged to forego the use of milk. As he does do with less land, we must infer that he has some more economical way of feeding than is in practice in Orange County and elsewhere. Example is more efficacions than precept, we know, and to Mr. Gregory at Chester, and a few others, we look to carry out in

a thorough manner the experiments they have thus

From some of the best dairymen in the county we heard complaints as to the treatment given to their cans by the Eric Railroad Company. They say that the empty cans are thrown out one on another, and so roughly handled that they are quickly destroyed. The road agent has heretofore suffered cans to be stolen from the cars, and no redress is afforded if complaint is made to the Company. At first the road was to deliver the milk on the New-York side of the river, but the milkmen are compelled to pay ferriage to and fro, the expense of which seriously lessens their profits, and so disposes them to go to the Harlem and other roads for a supply. Butter pails are care fully handled, they say, and if any are missing their value is refunded to the farmer. We think it scarcely necessary to bring argument to bear upon the Eric Railroad Company, to show them that their interest lies in giving every facility to the farmer to bring his produce to market, and to return him his cans in as good condition as possible. The first principles of business teach this. We are informed, however, that a change for the better has been made since the appointment of the new milk agent at Jersey City, and that the Company are desirous of removing any causes of complaint which they may have occasioned. They should use every possible means to have the business so systematized that if a can of milk were missing at any time, some one in their employ would be responsible, and that some one would make instant restitution. As to obliging city milkmen to pay ferringe to get the same article that they could obtain at the same price without ferriage elsewhere, it is, we think, preposterous. The Company should have the end of its line on the same shore as its ticket office, and there its products should be landed. If to do this would force them to employ two or three ferry-boats, that is their misfortune. Certainly they might as well discharge freight at Paterson, and refuse to bring it further, as to stop it at Jersey City. It is the New-York and Erie Road, not the Jersey City and Erie, and if so, here its freight should come. At any rate, whether it should or should not, of one thing the Company may feel assured, that unless it takes the liberal view of the case, it will see its milk business outstripped by that of some other road more favorably located or more enlightened in policy.

Within six months, we learn, the new milk agent has introduced a system of checks to guard against the loss of cans. Each station-master has a check numbered to correspond to his station, on which the name of each dairyman, and the number of his cans, are shown. The agent in Jersey City has a duplicate, and on presenting this to the brakeman he gets his proper number of cans, and if any be missing the brakeman is responsible. Let this be faithfully carried out and much good will result to the road

general reputation and increase of receipts. Thus ends our series of articles on the interesting subject of the Orange County Milk Business.

INTERESTING FROM LIBERIA.

From The Colonization Journal.

The writer of a letter from Grand Bassa says.

The writer of a letter from Grand Bassa says:

"Times are good in the palm oil and camwood business. I shipped, last year, two hundred tuns of camwood, at \$70 per tun, and 64,000 gallons of palm oil. I have raised, during the past year, 108 pounds of good tobacco. I intend to plant, this year, thirty to forty acree in tobacco. I would greatly rejoice to see more of the suffering sons of the African race escape from the United States, and try the land of their fathers."

A letter from Jackstown, on the Monrovia Kiver, says:

says: The crop of rice that I had last year was nearly four hundred bushels. I have also a sugar-cane farm, and shall soon have sugar of my own raising. I have a pretty good number of coffee-trees, and poultry

and snan soon have sugar of my own raising. I have a pretty good number of coffee-trees, and poultry erough for my use, and to spare.

A young man writes from Monrovia, thus:

"Our National Fair was well managed, and did great credit to our country. I wish all the doubters in the United States could have looked on the exhibition. It was a matter for pride to the lover of Africa and her improvements to see the advance that was

her improvements to see the advance that was making.
"We had our own cloth, butter, sugar, coffee, checolate, and many manufactured articles that did hence to our industry. Had you seen our exhibition, and heard the many speeches, you would have thought that some improvement had been made since you first

came to Africa."
Since the above was in type, we find a letter from President Benson, in *The Philadelphia Ledger*, addressed to Mr. Coppinger, the Secretary of the Pennsylvania Colonization Society. We give the following I have received, within the last ten months,

"I have received, within the last ten months, some very interesting letters from the society of colored people in the United States and Canada, styled the 'African Colonization Society, &c., to which I have made appropriate replies. I am happy to learn from your letter that some worthy families of fee colored people in Pennsylvania are in the notion of emigrating to and commencing a settlement in the Bassa region, Liberia, and hope they will soon do so. In case the persons alluded to are accustomed to living a city lite. I doubt that they would be contented in case they were to come out as pioneers to found a new settlement, which would, perhaps, require privations and efforts beyond what they had been accustomed to. However, if they count the cost, and take all the probable difficulties into account with which they will necessarily come in contact, in the formation of a settlement in a new country, it would be well for them to emigrate for that contact, in the well for them to emigrate for that try, it would be well for them to emigrate for that place so soon as provision is made for the formation of place so soon as provision is made for the formation of that settlement. The Government of Liberia is ready to do its part. The people of Bassa are looking for-ward to the enterprise with much anxiety. Scores are ready to go out and settle there; and I am continually receiving letters from them, inquiring when the settle-ment will commence. A finer section of country is not to be found in the Republic."

to be found in the Republic."

From The Liberia Herald.

Our old friend Abraham Blacklege is making from his cupp of cate this year 8,000 pounds of sugar, 600 gallons of excellent sirup, and 100 pounds of superior coffee from his plantstion. This latter is intended for an old friend in the United States. We purchase our family sugar from Mr. B., and in future shall trouble no foreign market, while we can obtain such an article from his mill for ten cents ner nound.

om his mill for ten cents per pound. Our friend Anderson writes as that "In regard to the amount of sugar at Goudilla, up to March 30 of this year, I can form no just estimate at this time. However, so far as I have made about 22,400 pounds of sugar, 2,000 gallous of sirup, 1,900 gallons of molasses.

Mr. Charles Cooper writes: "I have made 30,000 pour "I have made 30,000 pounds of 8,000 gallons of sirup and molasses. under of sugar and about

MARINE AFFAIRS.

MARINE LOSSES FOR JULY. During the past month 17 vessels were lost, of

which 5 were ships, 3 were barks, 1 brig, and eight were schooners. Their value, with the cargoes lost, was \$1,053,600. Four of these vessels were cottonladen ships, of which three were burned at sea. The

losses for the year are:		Value.
Total losses for January Total losses for February to Total losses for March toom Total losses for May correc Total losses for May correc Total losses for June correc Total losses for June correc	rrected) 49 exted) 41 eted) 39 ted) 42 ted) 40	\$1,109,0 884,0 923,2 983,5 1,159,7 1,002,9 1,053,6
Total for six months. Same period in 1856 Same period in 1857	Anna anna anna anna anna anna anna anna	\$7,016,0 5,359,4 10,945,2
THE AME	ERICAN LLOYDS.	

We have received from Messrs. E. & G. W. Blant the IVth Supplement of The American Lloyds.

The Rockford Register says that John P. Manny has a new machine for mowing, reaping, heading, raking and binding, all combined. It says, the binders, which are made of hemp cord, will only cost about 80 cents per acre of ground, and will last many years, as they can be removed without injury from the bundle quicker than one can be cut with a knife. ARMY AND NAVY INTELLIGENCE.

Major Holmes has taken command of the troops at Governor's Island. The force on the Island at present consists of about 300 men, the majority of whom belong to the "permanent party." Since the departure of the last detachment of recruits on Wednesday last, each of the city rendezvous has sent over a few men, but general recruiting is still very dull.

A detachment of 100 men from Camp Floyd, U. T., in charge of Capt. Auderson, was recently met on its way to Fort Hall, where they were to meet some

Government stock expected to arrive. The storeship Relief sailed from this port on Sat-

urday for Aspinwall. The steamship Fulton is now completely ready for

sea at Norfolk, and is expected to sail about the latter part of this week. Advices from the home and Pacific squairon have

come to hand. The sloops of war Jamestown and Savannah were at Greytown, and the Saratoga emising. The Merrimae, having been thoroughly caulked, had gone to San Lerenzo to exercise and drill her crew, after their long inactivity at Callao. The Saranac sailed up the coast, expecting, on reaching Panams, to find a notification of her ship's company being relieved. Sloops St. Marys and Vandalia were at Papams, where the receiving-ship Warren, with the officers and crew of the Decatur, was expected to arrive. The work on the side-wheel steamer Saginaw, at Mare Island, California, was nearly completed.

The Board of Engineers, in session at the Brooklyn Navy Yard, having concinded the examination of persons booked for promotion, commenced yesterday to test the qualifications of candidates for admittance to the United States Corps of Engineers.

THE CANADIAN CONVENT ROMANCE.

The Toronto Leader publishes the following letter from the Roman Catholic Bishop of Toronto, in reference to the recent story of Miss Star's detention in a Canadian numbery:

St. Michael's, Teronto, July 28, 1859. Sir. I thank you for having recommended to the public, in your article of this day, (headed "The Late Romance of the Convent,") to suspend their judgment.

The following are my answers to the calcumies concerning myself in Miss Starr's case:

I declare, first, that I never sent for, nor wrote to, Miss Starr in my life; second, that having met her in my house, I blamed her imprudence in coming; third, that being acquainted with her desires, I invariably insisted upon her making them known to her parents; fourth, that she has never been admitted in our that being acquainted with her desires, I invariably insisted upon her making them known to her parents; fourth, that she has never been admitted in our Church, nor to any sacrament in Toronto; fifth, that I never recommended her to any person, nor wrote or spoke about her to any one living in Montreal: sixth, that I have been altogether a stranger to her leaving that city; secenth, that when she presented herself at my door, on her arrival from Montreal, I refused to see and receive her; eighth, that she was not aided by me even during one hour in Montreal, I refused to see an receive are to refuse, that she was not aided by me even during one hour in her concealment; ninth, that I have not given any indication, false or true, when she was inquired after, because I was not questioned on the matter, tenth, that she never received any direction from me to go east, west north, or south, nor, of course, to Toledo; east, west, botth, or south, nor, or course, to 10 ledo-cleventh, that she never received from me any pecu-nisry aid, or any promise thereof, for carrying her plans into execution; twelfth, that I never received nor intercepted any letter intended for her relatives, thirteenth, that she has been heard, several times, complaining of my coolness and of my not seconding her designs.

her designs.

I hope, Mr. Editor, that the above declarations will give satisfaction to my calumniators, as they are quite satisfactory to the conscience of your bumble servant, ARMAND DE CHARBONNEL, Mgr. of Toronto.

P. S.-I trust that any honest Editor who will have oublished or will publish the charges against me, will publish also my answers thereto. The Leader says:

The Leader says:

"The public will not be unprepared to hear that Mr. Starr publicly exonerates the Bishop of Montreal from any connivance, direct or indirect, in the recent flight of his silly daughter. All that we had previously heard touching the character of the ecclesiastic in question led us from the outset to believe that it must have been under some misconception that he was charged with the grave offenses which we republished yesterday. And Mr. Starr's letter to a Montreal paper, which will be found in another column, fully sustains the opinion we had already formed of the Bishop. It will be seen by the letter of the father of the young lady that he is determined to appeal to a Court of Justice to decide on the degree of guilt of all the parties implicated in this case of alleged abduction and conspiracy. This resolution is the most sensible that could be arrived at, and we trust no inducement will bring about any charge in the present intention in that respect. Nothing less will eatisfy the public, whom, in its present stage the matter most affects. The innocent have nothing to fear from such an investigation, and the ends of justice demand that a rigorous example inould be made of the guilty, if any of the participators about the serviced."

the ends of place the guilty, if any of the participa-tors should be convicted."

The following is the letter of Mr. Starr, father of the young lady. It will be seen that he proposes to have the case before the Court:

To the Editor of The Montreal Commercial Advertiser.

Sik: I regret that publicity has so soon been given to the circumstances of my daughter's rescue from the convent; for, after consulting with eminent counsel, I had decided that the facts should be elicited before a court of justice, and the conspirators (there are four) punished as their base conduct merits.

punished as their base conduct ments.

I hasten, however, to correct one or two errors in your statement of to-day. My daughter has not renounced her newly-acquired Roman Catholic faith, although she has been painfully convinced that she is not destined for a convent life, and that she can as well save God in the world as within the selection. serve God in the world as within the walls of a clois-

ered numery.

Her parents have no desire that she should renounce her new religion. She is now of age, and capable of judging for herself; and as she conscientiously believes her newly-adopted faith is the true one, we,her parents, can only pray that she may live the life of a devout and holy Catholic. I have many dear and valued friends belonging to that Church, and it is not because I have discovered vile miscreauts of that faith (and I have discovered vile miscreants of that faith (and they are to be found in all religious sects) that I think the less of the Roman Catholic religion, which I know teaches emphatically to children the duty of obedience to the commandment, "Honor thy father and thy Indeed, in the course of these six long weeks of

mother."

Indeed, in the course of these six long weeks of mental agony and suspense, I have received as much sincere and heartfelt sympathy from Roman Catholics as from Protestants, and among whom I may name his Grace the Archbishop of New York, the Bishop and the Rev. Mr. Perry of Montreal, and the Bishop and the Rev. Mr. Perry of Montreal, and the Bishop of Quebec, and my old and valued friend—the Vicar-General—Mr. Cazean, beside numerous ladies and gentlemen of that faith; and to Mr. Coursol (also a Roman Catholic) I owe much gratitude for his honest sympathy and untiring efforts in alding me to discover the place of my daughter's retreat.

In your remarks this morning, there is an indirect bint that the Bishop of Montreal was among those who deceived me. I believe, on the contrary, thatfais Lordship was himself most egregiously deceived by others for he took great pains to discover where my daughter was secreted, and at all hours was ready to receive my visits, and to aid me to the extent of his power.

When I vented my long-pent-up anger on the woman Blynoin (who is the Superior of the convent at Toledo), she replied: "Don't biame me, Sir, why did not Bishop Charbonnel tell you where your daughter was? He knew all about it; your daughter will be a second only made the orders." When I

Bishop Charbonnei ten you where your danguter was. He knew all about it; your danghter will ten you so. I acted only under the orders I received." When I asked her from whom those "orders" emanated, she replied, "My ecclesiastical superior; and when I demanded who her "ecclesiastical superior was, she replied, "I will not tell you." But if I had to go over the same ground again, I would act differently. Now the constitution is Whom the Ecclesiastical Superior of the question is, Who is the Ecclesiastical Superior of the Branch of the Gray Nuns of Montreal at Toledo? One remark more. I am finally and conscientiously onvinced that, had even another week slapsed with out finding my daughter and rescuing her, her illness would have led her to the grave; and that her parents would have dragged out a miserable existence in all the agony of doubt and uncertainty, forever, of the fate of their beloved child.

No. 18 Great St. James street, July 26, 1839.

Accidents.—A young man from this city, named Daniel Halsey, son of James H. Halsey, esq., met with outer a serious accident at Jersey City last evening. He was standing, with the conductor, on the front platform of the 5.30 p.m. train from this city, when it was separated from the locomotive just before entering the depot. By the misplacement of a switch, it appeared that a collision would take place between the train and the locomotive, and in case it should occur they would be hurt. To save themselves, both sprang from the train. The conductor escaped unipjured, but young Halsey was thrown to the ground with much force, and was taken up insensible and bleeding profusely from injuries on the head, and was also bruised on the body. He was brought home and medical assistance rendered. The train was checked medical assistance rendered. The train was checked before it struck the locomotive, and no damage was done. A boy fell into the canal yesterday, and was rescued in a half-drowned condition.

[Newark Advertiser, 28th.

THE LAW OF STORMS.

The Light-house Board, in cooperation with the Naval Observatory in Washington, and the Board of Trade (and Admiralty), Londov, is about to institute a system of meteorological observations, with a view to the further development of the law of storms. The observations are to extend through an entire year, at the end of which time no doubt a vast mass of interesting facts, the only true foundation of science,

will have been collected for the philosopher.

Lieut. Maury publishes the following: "The following 'Memorandum' and 'Notes' relating to the observations on wind and weather, in which the cooperation of observers along the Atlantic and Gulf coasts has been invited has been furnished by Admiral Fitz Roy, who is in charge of the

observers along the Atlantic and Guil coasts has been invited has been furnished by Admiral Fitz Roy, who is in charge of the Mercerological Department of Great Britain. By them observers will perceive exactly what is wanted:

BOAND OF TRADE (AND ADMIRALTY), Meteorological Department.

Memorandum—Much interest having been caused by developments of the laws of storms, winds of all kinds, and general officialism, or changes, of our atmosphere, the Royal Society and the Britain Association for the Advancement of Science, requested Government to institute a series of regular and continuous observations in the Atlantic Ocean, and to place Anemometers at a few clightle stations. Such instruments are now in position at Huilian and Bermudai arrangements being in progress of collecting a series of wind and weather observations over and around the North Atlantic during the next twelve or four-teen menths consecutively.

In connection with this subject, a series of wind charts is in progress, and will be extended, to show the simultaneous states of atmosphere over the Ocean and its boundaries, once a day (at least) during certain selected periods in the twelve or four-teen menths of special observation.

During time limited interval of time, a collection of various meteorological information will be gathered from every available source—from ships at sea, as well as from observers on land.

It would seem to be only necessary to make known the object in view, to say whence it originated, and have it is supported to secure the countenance, and often the coloperation, of all whose opportunities and tastes may combine to excourage a shore in this extensive undertaking—the rounting value of which will chiefly depend on the extent of operations, and their rabbeat and accounted the coloperation, of all whose opportunities and tastes may combine to excourage a shore in this extensive undertaking—the rounting value of which will chiefly depend on the extent of operations, and their rabbeat and accounted the will decount discussion.

will chiefly depend on the extent of operations, and their subsequent discussion.

When once a sufficient store of facts is accurately recorded and arranged—their discussion may be variously effected by those who have particularly studied meteorology. In the present stage it is only proposed to prepare materials, by the arrangements and exertions of this Department.

It is, therefore, carnestly requested that information respecting and and weather (particularly) may be obtained and transmitted to this office, during the next fourteen months, as explained in the fell lowing paragraphs:

Commending as near the present date as may be convenient, and continuing till September, 1860, or during as much of the time as it may be found practicable to do so—the observations specially dated, and from time to time transmitted, should be as follows:

of wind, and the kind of weather prevailing at that hour, should

where there are the means, it will be very desirable that temwhere there are the means, it will be very dearries that temperature, and pressure of air, with other meteorological facts, should likewise be noted, though wind and weather are principally sught for the special objects at present contemplated. Simple and few as these requisitions seem, they may produce much useful knowledge if acted on extensively and simultaneously.

The direction of the wind should be given as most convenient to the observer—either by magnetic or by true bearing, stating which, (whether by magnetic needle, or by the world, sun or

to the observe-timer by magnetic needle, or by the world, sun or pole star.)

Winds, currents of air, near the earth's surface, being affected as much by its inequalities, it is advisable to notice the lower and upper clouds, as well as smoke, and vance or weathernocks. Strength or force of wind, may be estimated in common terms, where no better method is available.

Next to an Ancosmostric, in value, is the Beaufort Scale, and in default of either-words usually employed—such as strong, fresh, moderate, Ac., should be adopted.

With this memorandum are two formed suitable for rather extended observations delly but for the record, or registry of windand weather only, no specific form will be required—as the direction and character of wind, with the description of weather, may bellow successively, as noted, thus: e.g.

June 22. N.W. Fresh. (5.) Cloudy. (With any further remarks that may seem useful.)

From time to time—monthly or quarterly—such records as may be made should be transmitted to the station from which these papers were received, and whence they will be forwarded to the Board of Trade, corthey may be sent direct, addressed to Meteorological. The Secretary of the Board of Trade,

Meteorological.

The worn "Meteorological" being in the lower left hand

The Secretary of the Board of Trade,

Lendon. S. W.
The worn "Meteorological" being in the lower isft-hand No postage should be prepaid, as they will be delivered free,

June 22, 1859. Although place is suggested for many records, any one only, or more, may be registered, at the pleasure or convenience of the

Although pace is stored, at the pleasure or convenience of the observer.

If one observation be made daily; about noon is preferable for the barometer, but near 9 a, m. for thermometer. Next to these are 3 to 4 p. m., and about finishinght. There are lines for three times in the table.

This form is intended to be a simple but comprehensive and correctly designed table for registering meteorological observations graphically—as made or read of (unreduced).

Observers on land, except at established observatories, seldom can take and record readings of instruments more than once a day—regularly.

Some, however, do so three times—others twice.

Foreteiling neather is the chief object of registry among practical persons, for which purpose diagrams seem more indicative than numerical figures.

The accompanying form is so contrived as to show the principal atmospheric changes, at a glance, in the least space of paper that will admit of ordinary marking by dots and pentil lines, under all circumstances.

pended, with a black lead pencil, near the barometer. Colores chalks may be used.

This registration is intended to serve, Rest, for assisting in the prognostication of weather; yet, if kept with reasonable care, and questions (below) are answered duly, it is believed that a permanent value will be attached to these records, in proportion to their accuracy and number.

Selentific enservers will, no doubt, register their observations numerically, in their usual mode, but even they may find such a outpendious sketch as this of some temporary use, if not for subsequent reference.

ompendions sketch as this or some temporary use, as the equent reference.

DIRECTIONS.

Dot or cross where time and hight lines meet. Down lines corves) through marks—darker for barometer.

Mark and trace similarly where time, and direction, and force, and cloud scale lines meet—the curve of direction being darker/s Make a small cross (X) for feg, on the barometer curve, and a small circle (O) for min on the thermometer curve, when either

Use scale for wind 1 to 6 or 12—(noting which by a line erasing the scale for wind 1 to 6 or 12—(noting winds ay a line coasing from 6 to 12, if requisite), and that for cloud from right textreme line; to left. One space for two divisions of scale 0 to 10—the full number for completely clouded being 10. Ozone may also be noted.

It used at sea—latitude and longitude should be inserted. There are columns for them at the back, corresponding to the respective times of registry, when their columns are fooded back to suit the hour lines.

respective fines or regard, to suit the hoar lines.

The dots, and lines (or curves), should be distinctly marked; these for the barometer and wind directions being at least as dark as the principal lines of the form. They may be yet darker, if suitable to the observer's eye. Colors may be used, if pre-

as the principal lines of the form. They may be used, if prescribed.

More than one thermometer curve may be traced on the same table—that of a wet, or moistened, butb being always to the left of tor lower than) the curve of a dry one. R. F. 1852.

The observations "principally sought for" being those of the unsided eye on wind and seather, are so few and simple that they may all be contained in two columns—A. M. and F. M., in each of which should be given the force and direction of the wind and the state of the weather at the time of observation. One sheet of paper, with thirty one horizontal lines, will set a month; the observer taking care at the end of each day to describe on the back of the sheet the weather that has been obtained for the last twenty-four hours, with such further remarks as the "memorandom" suggests.

Those who have instruments may record their readings, each observer in his analyway, if there he any difficulty with regard to the plan of projecting them on a table of engraved squares so recommended in the "Notes;" this table is inconveniently large for publication here. (Signed)

M. F. MAURY.

publication here. (Signed) Observatory, Washington, 25th July, 1859.

Onler's Self-registering, with Robinson Caps.

[The source the better,

[Greenwich mean time—allowing the longitude, or difference of time. These forms are intended for use at eas, or on land, for one, who, or three daily observations; the hours of 9 a. m., neon, and 3 p. m., being preferable.

A SLAVE HUNG BY A MOE IN TEXAS. - The Indeendent Monitor states that the citizens of Tarrant, Hopkins County, broke down the Jail door of that place, on the 27th nit., and took out of jail a negro man belonging to Mr. Wiley S. Ferret of Tarrant, conveyed him to the suburbs of the town, and hung him. The Monitor says:

"The negro had made an attack on Saturday night before upon Mrs. Morell, with a view of violating her person. When foiled in his hellish purpose by her person. When foiled in his helish purpose by her stern and resolute resistance, he had recourse to choking and heating her, end finally left her, as he thought, a lifeless corpse on the ground. The negro was arrested, and was recognized by the lady when brought into her presence. He confessed his guilt before he was hung. It is thought the lady will recover. The officers did their duty, but to no effect.

officers did their duty, but to no effect."

A REGATTA IN WASHTURN.—A ladierous race took piace in the river at 6] o'cleck last evening. The contestants for the honors of victory, undertook to puddle themselves in common washtubs from a point opposite Sherwood A Ridley's boat-house, around a stake boat anchored sixty rods above, and back—the prize of the winner to be a soull-boat. Eight tube were entered, but only three started—all the others being withdrawn. The three individuals whose "grit" was proof against the apprehension of a ducking in the river, were William Hamilton, John Bruce, and James Boyer. The contestants used nothing but their hands for paddles. They succeeded in getting to the stake-boat all right, but at this point the seamanship of Boyer and Hamilton was at fault, and they ignominiously seized upout the boat and worked themselves around her. Bruce gave the boat a wide berth, and manfully paddled himself sreund. Boyer got home first, Bruce second, and Hamilton third: but as Bruce was the only one who had "paddled his own tub" all the way—one hundred and twenty rods—"without fear or favor," he was adjudged the winner. We are unable to give the precise time consumed in this novel race. There was large crowd present on the banks of the river, and the affair went off with all the éclat anticipated by the getters-up thereof.

It is said that another race between tubs is in contemplation, and also between dry-gasts boxes.

(Rochester Democra) July 28.

Sermos on the Green Mountains.—The Universalist Convention of Vermont holds its annual

SERMON ON THE GREEN MOUNTAINS.—The Universalist Convention of Vermont holds its annual meeting at Stowe on August 24, and on Friday of the same week the members will ascend the great Manchester Mountain, and a sermon will be delivered on this highest summit of the Green Mountains.